

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 4408.

H 六初月十年九十二精光

TUESDAY, NOVEMBER 24, 1903.

二拜禮

號四廿月一十英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,210,000

Head Office: YOKOHAMA.

Branches and Agencies:
TOKIO, KOBE, LONDON,
YOKOHAMA, NEW YORK,
SAN FRANCISCO, HONOLULU,
BOMBAY, SHANGHAI,
TIENHSIN, NEWCHANG,
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH: INTEREST ALLOWED.
On Current Accounts at the rate of 2 per cent.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.
Hongkong, 11th September, 1903.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
Silver Reserve \$6,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. DICKSON, Esq., N. A. Siebs, Esq.,
E. Goetz, Esq., H. W. Slade, Esq.,
C. Michelau, Esq., C. A. Tomes, Esq.,
H. Schubart, Esq., E. S. Wheeler, Esq.,
E. Shellim, Esq.

CHIEF MANAGER:
HONGKONG: J. R. M. SMITH.
SHANGHAI: H. M. BEVIS.

LONDON BANKERS: LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG: INTEREST ALLOWED.
On Current Accounts at the rate of 2 per cent.
On fixed deposits for 12 months at 5 per cent.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 1/2 per cent. per annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 17th August, 1903.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital \$1,000,000
Paid up Capital \$343,374

HEAD OFFICE: HONGKONG.

Board of Directors:
Chan Kit Shan, Esq., J. Scott Harston, Esq.,
Chow Tung Shing, Esq., J. Lauts, Esq.,
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %
Hongkong, 12th May, 1903.

THE DEUTSCHE ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tael 5,000,000
HEAD OFFICE: SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Hankow,
Tientsin, Tsingtau (Kiautschow).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS, LTD.
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Accounts.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
H. FIGGE,
Manager.

Hongkong, 1st September, 1903.

GUARANTY TRUST COMPANY OF NEW YORK

(AMERICAN BANK).
ESTABLISHED 1864.
PAID UP CAPITAL U.S. Gold \$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$5,180,000

Gold \$7,180,000

Head Office: NEW YORK.

LONDON OFFICE:
33 and 35, Lombard Street, E.C.
F. C. Bishop, Manager, Eastern Department.
LONDON BANKERS:
PARK'S BANK, LIMITED.

HONGKONG OFFICE:
4, DES VŒUX ROAD.

General Banking and Exchange business transacted.

INTEREST ALLOWED
On Current Accounts at 2 1/2 per annum.
On Fixed Deposits:
For 3 months 2 1/2 per annum.
" 6 " 3 1/2 " "
" 12 " 4 1/2 " "

E. F. GROS,
Acting Manager.
Hongkong, 1st December, 1902.

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: NEW YORK.
FISCAL AGENTS FOR THE UNITED STATES OF AMERICA IN CHINA AND THE PHILIPPINE ISLANDS.

Capital paid in, .. Gold \$4,000,000 .. \$820,000
Surplus (Reserve) Gold \$4,000,000 .. \$820,000
Total Gold \$8,000,000 .. \$1,640,000
Capital and Surplus authorised, Gold \$10,000,000 .. \$2,055,000.

LONDON BANKERS:
THE NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Corporation buys and sells Bills of Exchange, issues Letters of Credit and carries on every description of Banking and Exchange business. Money received on Current Deposit Account at the rate of 2 per cent. per annum on the daily balances, and on Fixed Deposit as follows:

For 12 months, 4 1/2 per annum.
" 6 " 4 " "
" 3 " 3 " "

HONGKONG BRANCH:
20, DES VŒUX ROAD CENTRAL.
CHARLES R. SCOTT,
Manager.

Hongkong, 26th May, 1903.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Tael.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office: SHANGHAI.

Branches and Agencies:
CANTON, PENANG,
CHEFOO, SINGAPORE,
HANKOW, TIENHSIN,
PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH:
Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 1/2 per annum Fixed Deposits for 3 months.
4 1/2 " " " 6 " "
5 " " " 12 " "

E. W. RUTTER,
Manager.

Hongkong, 12th August, 1903.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE: LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £725,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.
" 6 " 3 " "
" 3 " 2 " "

T. P. COCHRANE,
Acting Manager.

Hongkong, 18th May, 1903.

Mail.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

YOKOHAMA VIA SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea.)

SHANGHAI (SIMLA) About 30th November } Freight and Passage.

LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MALTA. (FORMOSA) About 11th December } Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent

Hongkong, 24th November, 1903.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG.

PORTS IN THE LEVANT, BLACKSEA and BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.
*HAMBURG WEDNESDAY, 25th November.
*PRINZ HEINRICH WEDNESDAY, 9th December.

*KONIG ALBERT WEDNESDAY, 23rd December.
*KIAUTSCHOU WEDNESDAY, 6th January, 1904.

*SACHSEN WEDNESDAY, 20th January, 1904.
*BAYERN WEDNESDAY, 3rd February, 1904.

*GERA WEDNESDAY, 17th February, 1904.
*SEYDLITZ WEDNESDAY, 2nd March, 1904.

*PREUSSEN WEDNESDAY, 16th March, 1904.
*ROON WEDNESDAY, 30th March, 1904.

*HAMBURG WEDNESDAY, 13th April, 1904.
*PRINZ HEINRICH WEDNESDAY, 27th April, 1904.

* Steamers of the Hamburg-Amerika Linie.

*HAMBURG, OF THE HAMBURG-AMERIKA LINIE, will leave this Port as above, carrying MAIL, PASSENGERS, SPECIE and CARGO, on MONDAY, the 23rd November, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 24th November, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 24th November.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO.,
AGENTS.
Hongkong, 13th November, 1903.

LANE, CRAWFORD & CO.

ST. ANDREW'S BALL.

DRESS SHIRTS.

FOWNES' WHITE KID GLOVES,

\$2.00 PER PAIR.

DANCING SHOES,

\$6.00 PER PAIR.

FANCY SOCKS—SILK BRACES.

WHITE DRESS TIES,

\$2.50 DOZEN.

LANE, CRAWFORD & CO.

Hongkong, 21st November, 1903.

THOMAS' HOTEL.

A FIRST CLASS HOTEL, comfortably furnished, and most centrally situated, being in close proximity to the Banks and principal business places.

TERMS VERY MODERATE.
For Particulars apply to
THE MANAGER.

MACAO HOTEL

(Late HING KEE HOTEL).
This FAVOURITE and LONG ESTABLISHED Hotel is situated on the SEA-FRONT commanding a MAGNIFICENT VIEW of the Harbour and adjacent islands, and is open to the COOL SOUTHERLY BREEZES in Summer.

The BED-ROOMS are LARGE, COOL, AIRY, WELL-VENTILATED and HANDSOMELY FURNISHED. The CUISINE is EXCELLENT and under direct EUROPEAN supervision.

PIC-NIC, SHOOTING or BOATING parties specially catered for. A commodious and comfortable stern-wheel HOUSE-BOAT, with sleeping accommodation for six passengers and EVERY CONVENIENCE is provided for the use of visitors AT REASONABLE RATES.

A MILITARY BAND PLAYS in the Gardens, close to the Hotel, three times a week.
SEA BATHING.
STEAMERS to and from Macao, every MORNING and AFTERNOON.

WM. FARMER,
Proprietor and Manager.

Intimations.

Bovril is an ideal food for the strong and the weak. Bovril imparts extra vigor to the healthy, greater strength to the ailing. Bovril is, moreover, a true friend in the kitchen. It adds nourishment, and gives a delightful "twang" to soups, sauces, gravies and entrees.



JAPAN



COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE: 1, SURUGA-CHO, TOKYO.
LONDON BRANCH: 34, LIME STREET, E.C.
HONGKONG BRANCH: PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoeki, Moji, Wakamatsu, Karatsu, Nagasaki, Koshinotani, Sasabo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.O. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsukakuro, Yoshinotani, Yoshio, Yonokibara and other Coals.

N. INUZUKA, Manager, Hongkong

H. PRICE & CO.

12 QUEEN'S ROAD CENTRAL.

Picnic parties furnished with wines, etc., at a moment's notice.

Contracts made on special terms with Caterers, Committees, Messes and Captains of Steamers. All Wines, Spirits and Beers supplied are guaranteed.

Price list on application. TELEPHONE No. 135.

Hongkong, 23rd July, 1903.

CITRONNADE AND ORANGEADE.

EXCELLENT FLAVOURING FOR FISH, GAME, PUDDINGS, &c.

MAKES A MOST REFRESHING DRINK.

SOLE AGENTS:

CALDBECK, MACGREGOR & Co.

15, Queen's Road, Hongkong, 12th November, 1903.

OCCIDENTAL HOTEL

(ELGIN ROAD, KOWLOON.)
CODE ADDRESS: "VOSEMITE."

35 BEDROOMS EXCELLENTLY FURNISHED. BATH TO EACH ROOM. DINING ROOM AND CUISINE UNDER STRICT SUPERVISION.

EUROPEAN AND AMERICAN WINES, SPIRITS AND BEERS. POOL AND BILLIARDS.

ENGLISH, AMERICAN, AND MANILA NEWSPAPERS IN FILE. TERMS.—\$4.00 to \$7.00 per day. \$75 to \$120 per month.

JAS. D. M. CAMERON,
Manager.

MARLBOROUGH HOUSE

31, 33, 40 and 41, NORTH SOOCHOW ROAD—SHANGHAI.
PLEASANT AND CENTRAL SITUATION, FACING SOUTH.

THIS HIGH-CLASS BOARDING ESTABLISHMENT has Well-furnished Rooms by the Day or Month.

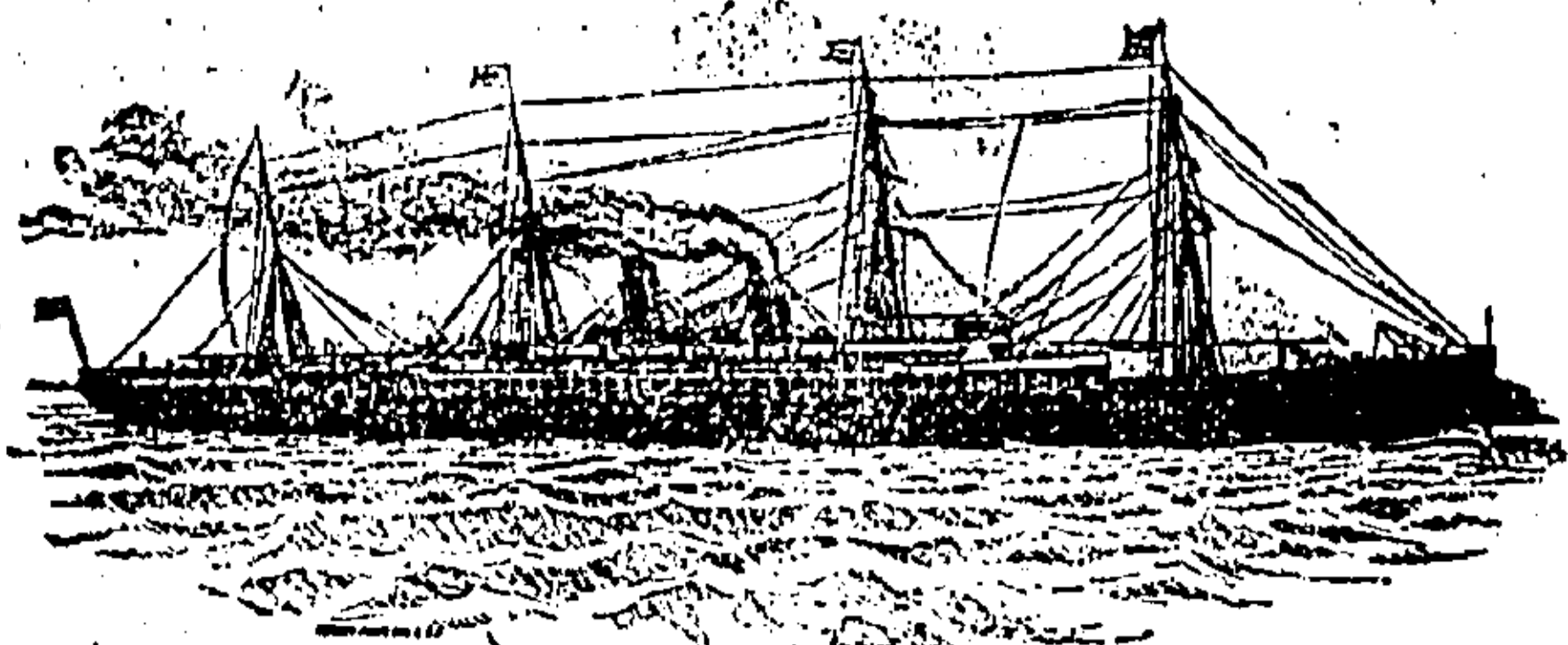
Telegraphic Address: "MARLBOROUGH." Telephone: No. 580.
Mrs. NAZER,
Shanghai, 6th June, 1903.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 14th November, 1903.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA"	11,284 Gross Tons	TUESDAY, 1st December, at Noon.
"COPTIC"	4,352	WEDNESDAY, 9th December, at Noon.
"AMERICA MARU"	6,307	FRIDAY, 18th December, at Noon.
"KOREA"	11,276	SATURDAY, 26th December, at Noon.
"GABRIEL"	4,205	SATURDAY, 2nd January, 1904, at Noon.
"HONGKONG MARU"	6,327	SATURDAY, 9th January, at Noon.
"CHINA"	5,060	TUESDAY, 19th January, at Noon.
"DORIC"	4,784	FRIDAY, 29th January, at Noon.
"NIPPON MARU"	6,327	SATURDAY, 6th February, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "SIBERIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 1st December, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest passenger ships on the Pacific.

Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 24th November, 1903.

ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF JAPAN"	6,000	WEDNESDAY, 16th December.
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 13th January, 1904.
"ATHENIAN"	3,882	WEDNESDAY, 27th January.
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 10th February.
"TARTAR"	4,425	WEDNESDAY, 24th February.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 9th March.
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 30th March.
"ATHENIAN"	3,882	WEDNESDAY, 20th April.
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 27th April.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 11th May.

THE magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STAMERS.	DESTINATIONS.	SAILING DATES.
SUEBIA	HAYRE and HAMBURG.	1st Dec. Freight.
Borck	(Calling at SINGAPORE and PENANG.)	
ARAGONIA	HAYRE and HAMBURG.	15th Dec. Freight.
Forst	(Calling at SINGAPORE and COLOMBO.)	
NURNBERG	HAYRE and HAMBURG.	29th Dec. Freight.
Jaburg	(Calling at SINGAPORE and PENANG.)	
AMBRIA	HAYRE and HAMBURG.	5th January, 1904. Freight.
Duckstein	(Calling at SINGAPORE and COLOMBO.)	
NUBIA	NEW YORK	About end of December. Freight.
von Hoff	Via SUEZ	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 24th November, 1903.

Shipping Steamers.

HONGKONG, CANTON, MACAO AND WEST RIER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,100 tons | Captain H. D. Jones. || "POWAN" | 2,100 | G. F. Morrison, R.N.R. |
"FATSHAN"	2,100	C. A. V. Lohd.
"KANKOW"	2,100	J. J. Lussus.
"KINSHAN"	2,100	

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5:30 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Super Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons | Captain W. E. Clarke. |

Departures from Hongkong to Macao daily at 2 P.M. (Sunday excepted).
Do. from Macao to Hongkong daily at 8 A.M. (Sunday excepted).

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,119 tons | Captain T. Hamlin. |

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.

JOINT SERVICE OF THE H.K. CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-YUICHOW LINE.

S.S. "SAINAM" 388 tons | Captain B. Branch. || "NANNING" | 369 | C. Ruchart. |
| "TAK HING" | 618 | R. D. Thomas. |

Departures from Canton and Yuichow about five times every week. Round trips take about 5 days. These vessels have Super Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD
Hongkong, 7th November, 1903.

Antiminations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

ORIENTAL

COSTUMES AND

FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE

THE BEST IN THE COLONY.

964e

PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

[1339c]

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for
DR. AUER VON WELSBACH Co.,
VIENNA,

THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,
The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,
CONNAUGHT HOUSE.

954c



GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will take place from Stonecutters' Island (West, East and South Shore Batteries) on the 4th December, in a South Westerly direction at ranges varying from 2,000 to 4,500 yards, and from Lyemun (Pak-sha-wan Battery) on the 5th of December, 1903, in the direction of Junk Bay to the East of Devil's Peak at a range of about 2,000 yards.

If the weather is unfavourable on either of the above dates, practice will take place on the 7th of December.

Practice will commence at about 9 a.m. and finish about 11 a.m. each day, if the range is clear.

By Command,
A. M. THOMSON,
Acting Colonial Secretary.

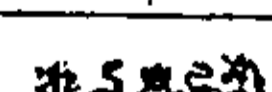
Colonial Secretary's Office,
Hongkong, 23rd November, 1903. [1418b]

WANTED.

A STEADY AND RELIABLE MAN to act as GODOWN KEEPER. Must be British. Only those with good references need apply.

GODOWN,
C/o Hongkong Telegraph.

Hongkong, 23rd November, 1903. [1404b]



GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will take place from the undermentioned Batteries and on the dates as specified opposite:—

Fly Point and Upper Belcher Batteries in a direction to the South of Chung Hue Island at a range of about 4,500 yards, on the 25th November, 1903.

Stonecutters' South Shore and East Batteries in a South-Westerly direction at ranges from 2,000 to 3,000 yards, on the 27th November, 1903.

Lyemun (Pak-sha-wan and Sy-wan Batteries) in the direction of the entrance to Junk Bay at ranges from 2,000 to 4,000 yards, on the 28th November, 1903.

Practice will commence at 9 A.M. daily, and end about 11 A.M. daily, if the range is clear.

By Command,

F. H. MAY,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 19th November, 1903. [1388b]

Antiminations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 378.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573c]

GO TO THE

KOWLOON HOTEL,

FRANK F. JEWELL, Manager. J. W. OSBORNE, Proprietor.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

HONGKONG NURSING INSTITUTION.

THE THIRD ANNUAL GENERAL MEETING of the above Institution will be held in the CITY HALL TO-MORROW, the 25th instant, at 12 Noon.

All those interested are invited to attend.

K. GOODMAN,
Hon. Secretary.

Hongkong, 24th November, 1903. [1409c]

EDWARDS, PIRY & COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY MEETING of the Company's

OFFICES, No. 1, Duddell Street, on TUESDAY, the 8th of December, 1903, at 11 o'clock in the forenoon, when the subjoined resolutions which were passed at the Extraordinary

General Meeting of the Company held on the 18th of November, 1903, will be submitted for confirmation as Special Resolutions:—

1. That this meeting approves of the proposed sale of the business of the Company to Joseph Snowell Plant.

2. That the Company be wound up voluntarily, so far as it was necessary for winding up.

3. That Joseph Snowell Plant be and he is hereby appointed liquidator for the purposes of such winding up.

T. EDWARDS,
S. D. PIRY,
General Managers.

No. 1, Duddell Street,
Hongkong, 21st November, 1903. [1404c]

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-SEVENTH ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on TUESDAY, the 8th proximo, at Twelve o'clock Noon, for the purpose of receiving the Report of the Directors, together with Statement of Accounts to the 30th April last, and of declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th inst. to the 8th proximo, both days inclusive.

By Order of the Board of Directors,
JAMES WHITTALL,
Secretary.

Hongkong, 16th November, 1903. [1374c]

CHRISTMAS GREETINGS IN ADVANCE.

AN early opportunity to those WISHING TO SEND GREETINGS to their RELATIVES and FRIENDS at Home.

I have just unpacked a parcel of Raphael Tuck's XMAS and NEW YEAR'S CARDS of various pretty designs and description, specially selected to suit the taste of young and old.

Very moderate prices and as usual 10% discount for cash.

H. RUTTONJEE,
No. 5, D'Aguiar Street.

36 and 38, Elgin Road, Kowloon.

Hongkong, 20th November, 1903. [1393c]

DEUTSCHE WEINGESSELLSCHAFT DUHR & CO., COELN.

STOCK ON HAND OF

AHRLEICHART, a red Ahr Wine at \$18.50

GRACHER, Moselle at \$16.50 || LAUBENHEIMER, Hock | at \$15.00 |

All per Case of 24 Quarts.

Price Reductions for Larger Orders.

GROSSMANN & CO.

Hongkong, 16th October, 1903. [1359c]

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1902. [1350c]

For Sale.

FOR SALE.

Kabuto Beer
PURE
DELICIOUS
REF

THE "EMPRESS"—KWANG TAI COLLISION.

PROCEEDINGS IN ADMIRALTY.

(Continued from Yesterday.)

Shanghai, 14th November.

Before His Honour Sir Hiram Shaw Wilkinson, Chief Justice, and Commander Moore, F.N., H.M.S. Sirius, Naval Assessor.

The Imperial Chinese Government, the owners of the cruiser Kwang Tai, v. the owners of the steamer Empress of India.

Mr. A. S. P. White Cooper and Mr. W. North Symonds appeared for the plaintiffs and Mr. E. H. Sharp, K.C., and Mr. W. A. C. Platt for the defendant company.

The Kwangtai had been given the greatest amount of room to resume her course, which was the only way, after the Kwangtai's initial blunder in starboard, to avoid the collision. The Empress gave the Kwangtai as much room as was necessary to avoid the collision. If the Empress had reversed her starboard engine, she would in all probability have run into the Kwangtai amidships, with consequently much more serious results. He would refer the Court to the case of the Saragossa, reported in the Law Times, p. 400. There was no question of fact; the collision occurred at night in the open sea. In this case they thought the overtaking ship was justified in changing her course, but the Court held that she changed her course more than she was justified in doing (Counsel here read extracts from Law Times, pp. 64, vol. 69). He submitted that the case was on all fours with the facts of the present. It is very seldom that in an Admiralty case one could obtain others which applied equally to one another, but the case of the Saragossa was one in point, extraordinarily applying to this case. If a vessel departed from her course, she must justify her departure in all respects; she must show that she made that departure in the direction needed and the extent to which she made it, the Empress did justify her departure from her course. But the present case was vastly much stronger. It cannot be suggested for a moment that the Kwangtai was justified in starboard at all; and not to the extent she did.

Now, as to the defaults of the Kwangtai.—She undoubtedly committed all the blunders she could; the list of these blunders is before the Court in paragraphs 5 to 14 (of the petition). The first is an allegation which is always made in these cases, and, in many instances, with reason—she kept a bad lookout. This is only a matter of inference. We do not pretend we were on board the Kwangtai and saw what was going on. But whether the Kwangtai's lookout was good or bad must be inferred from the conduct of the Kwangtai as it is accepted by your Lordship. She either did not see the Empress, or, if she did see, she must have miscalculated the distance. The witness for the plaintiffs, on the point of distance, differ radically from one another. On either side, he did not think it would be just to take any inference as to precision. It is clear that the junk was not seen in sufficient time to take a proper course until the last moment. If she did, she miscalculated the distance; it is also clear that she did not sight us. We saw her stern lights for two hours, and she should have seen us, and if she had a lookout, she ought to have done so. Apparently, the Kwangtai acted with absolute reckless disregard to all regulations. Her navigating lieutenant says he knew the Empress was overtaking her; then she must have been half a mile behind; he says he knew we were coming down, on his course. Therefore it was gross negligence. Even from her own showing, the Kwangtai recklessly disregarded the Empress and manoeuvred totally without thought; it is impossible to say whether it was from negligence, but from her own showing, she disregarded the Empress, and she certainly did not give to the Empress that attention she should have done. The next default is that, as an overtaking vessel, she should have kept her course. That matter has already been dealt with to some great extent. This point is undoubtedly one of the most important in the whole case. He would put it to his Lordship that before the condition precedent to their obligation to keep out of the way, the Kwangtai was bound to keep her course, and if she changed her course, as she undoubtedly did, she is bound to show the necessity for so doing both as to direction and extent. He did not consider it necessary to go into further cases of more recent date than the case of the Saragossa, cited on fol. 475 n 508 of Marsden. Throughout the case it is evident that there was no need for the Kwangtai to change her course. The junk was well clear of her on her port bow. It is also evident that if the Kwangtai had chosen to give the junk a wider berth, she, the Kwangtai, ought to have ported instead of starboarded. This persistence in starboard made a collision certain and there was nevertheless plenty of time and space for the Kwangtai to have resumed her course, together with the movement of the Empress in reversing her port engine, which gave the Kwangtai an increased space to resume her course, and in which movement the Empress closely followed. He submitted that, under the circumstances, the fact of the Kwangtai not keeping her course is decisive against the Kwangtai. The next paragraph is really a part of the last, in that the Kwangtai tried to pass the bows of the Empress—the faster ship. Such a proceeding would be wrong under the universal practice of seamanship, and this matter is referred to on page 483 of Marsden in connection with attempting to pass the bows of a faster ship, where it is laid down as improper navigation. We then say she should have warned the Empress of her change of course; had she done so, there would have been no collision. Had the Empress been warned, even a minute earlier, of the Kwangtai's change of course, there would have been time for her to have got out of the way; Captain Marshall has stated that if he could have started the

swinging of the vessel, there would have been no collision. The Kwangtai could have no excuse for not warning the Empress of it is clearly obligatory on a ship which contemplated such a dangerous manoeuvre as this to inform the other vessel.

Mr. Sharp.—The next default which we allege against the Kwangtai is that she was navigated recklessly. After the collision, as evidence shows, no serious attempt was made to save the ship; no sail nor collision mat was used; no attempt was made to beach her. Two hand pumps were only employed although they had steam pumps; altogether the conduct of those on board the Kwangtai seems incredible; but now, we want to know whose fault it is that the collision occurred; we have gone through the faults of the Kwangtai. Now in regard to the point raised in our evidence that the Kwangtai should have changed her course before the collision, unfortunately for us, the Captain, who could tell us, is dead, and there is only the helmsman left whose memory on the point may not be very trustworthy. The second officer has told us that an order was given which was not carried out. It is quite possible that an order may have been given by the Captain in the ordinary course as to the navigation of the ship, but as to this we have only to trust to the memory of the helmsman. He would rather refer his Lordship to the evidence of the Captain and second officer whose evidence was clear that the Kwangtai's course was diverging from the Empress's course. It is quite clear that the change was made a little time before the collision, but since the event, the matter had been thought over. The time, however, is not in the log; we have only the moment of the collision itself. Speaking to the best of his memory, Mr. Davis puts the time a little earlier than our own, i.e., ten minutes. Up to that time it is evident and clear that the Kwangtai was ahead and puts us dead behind whilst our united evidence puts them dead ahead.

His Lordship.—The second officer said it might be ten minutes earlier.

Counsel, continuing.—The material change which took place at that time would make the steamer 6 or 7 degrees on the port of the Kwangtai to commence with, and she ported to that extent. At 11.38 the Empress made a similar change in the same direction; Mr. Davis' evidence was very clear on that point; we agree with the plaintiffs in that until this change was made, we were dead behind.—*Shanghai Mercury.*

(To be continued.)

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, TO-MORROW, the 25th November, 1903, at 10 A.M., at H.M. NAVAL YARD, SUNDRY NAVAL, OBSOLETE AND CONDEMNED STORES, Comprising:— Boat's Boiler (about 40 H.P.), Old Brass, Copper, Iron, Paper Stuff, Rags, Canvas, Clothing, Implements, &c., &c. Catalogues will be issued. TERMS OF SALE.—As customary. HUGHES & HOUGH, Government Auctioneers. Hongkong, 24th November, 1903. [1389c]

PUBLIC AUCTION. THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on FRIDAY, the 27th November, 1903, at 11.30 A.M., at their SALES ROOMS, No. 8, Des Voeux Road, Corner of Ice House Street, A VERY FINE COLLECTION OF CLOISONNE WARE, Comprising:— Assortment of VASES, SOAP BOXES, INCENSE BURNERS, CAKE BOXES, WALL PLATES, TEA POTS, TEA CASES, NAPKIN RINGS, BUCKLES, FLOWER POTS, CIGARETTE CASES, TRAYS, ASH TRAYS, TOBACCO SETS, &c., &c., &c. N.B.—After 1.00 the sale will be stopped and resumed at 2.30 p.m. The above will be on view from Monday, the 23rd instant. Catalogues will be issued. TERMS.—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 20th November, 1903. [137c]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR AND GENERAL COMMISSION AGENTS, PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAINLER'S PATENT MOTOR LAUNCHES, &c., &c. Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c. EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES. Hongkong, 14th May, 1906. [138c]

A CONTENTED WOMAN. Aside from form or features, she has an attractiveness all her own. The bloom on her cheek, the elasticity in her step, the ring of her voice, her enjoyment of life—all these are magnets which draw others to her side. Wonderful and valuable as it is, health is not so difficult a thing to obtain as some discouraged ones think. Most of the troubles of women arise from impure blood, impaired nutrition, low vitality and general debility. Modern science furnishes the most successful of remedies for these conditions—namely WAMPOLE'S PREPARATION.

It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Taken before meals it improves the appetite, makes fat, restores vitality, enriches the blood and cures those weaknesses peculiar to the sex, which are the seat of their troubles. It is a blessing to Tired Wives, Nursing Mothers and Girls growing into womanhood. It colours the pale faces and rounds out the hollow chests. In a word, it nourishes and develops the entire body, and brings happy surprises to feeble, hopeless and discouraged sufferers. Dr. E. J. Boyes says: "I have found it a preparation of great merit. In a recent case a patient gained nearly twenty pounds in two months' treatment, in which it was the principal remedial agent." It is the typical medicinal success of our age, for time has proved our claims are supported by results, and a remedy which acts in harmony with nature's own efforts and processes. No demand has been made upon it for relief and cure; that has not met with instant response. One bottle convinces. Effective from the first dose. "You cannot be disappointed in it." Like all good things it is limited. Sold by chemists here and everywhere throughout the world and A. S. Watson Co., Limited.

MADAM FLINT & CO.,

DRESSMAKERS

AND MILLINERS.

HAVE JUST RECEIVED

SMART READY-MADE

WINTER COSTUMES

OF THE

NEW FASHIONABLE MATERIAL,

NOW SO MUCH IN VOGUE IN LONDON.

Hongkong, 23rd November, 1903. [1410c]

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS AND ENLARGING AND COPYING in all sizes. LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE. Hongkong, 15th September, 1903. [1120c]

MEE CHEUNG,

PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, IN Ice House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a speciality. Hongkong, 17th September, 1903. [1411c]

DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST, No. 26, Connaught Road Central Hongkong 9th February, 1903. [20]

TSU FAN DENTIST.

PRICE MODERATE—CONSULTATION FREE. Next to the Hongkong Dispensary, 50, Queen's Road, Central, Hongkong, 28th November, 1902. [1269c]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

AVOID ALL RISK OF OUTBREAK BY ITS USE, W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 27th March, 1907. [91]

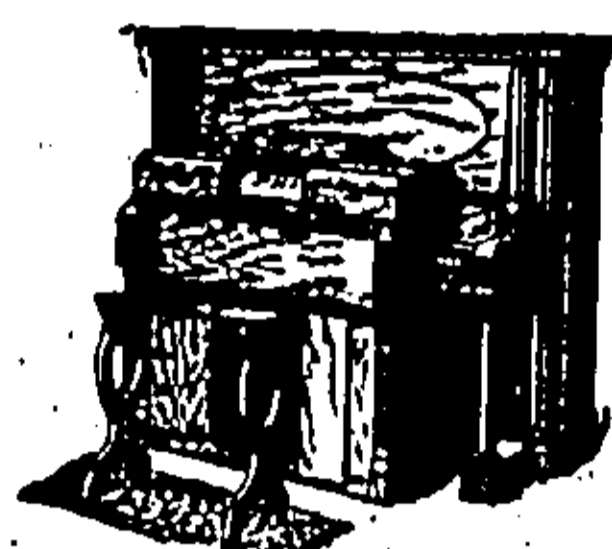
Intimations.

THE ROBINSON PIANO Co., LTD.

NOTE.

ENTIRELY NEW STOCK ARRIVING. SPECIALLY AND MOST CAREFULLY CHOSEN BY OUR MR. ROBINSON, NOW IN EUROPE. GREAT REDUCTIONS in our present stock of Pianos and Musical Goods.

Our NEW MUSIC STOCK has arrived.



THE APOLLO MASTER PIANO PLAYER

THE BEST OF ALL.

THREE STYLES: PRICE FROM \$450 UP.

PATTI ENDORSES THE APOLLO.

Adelina Patti (Baroness Cederstrom) has given another great testimonial to the Apollo Piano-player. She was so delighted with the instrument that was purchased by her last year that this second testimonial is even stronger than the first one that she gave. Mme. Patti says that "the Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen." Hongkong, 28th October, 1901. [415c]

LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum. PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK. INCLUDING:—

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS. Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS.—3, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to

W. STUART HARRISON, A.M. INST. C.E., Manager Hongkong, 2nd April, 1903. [29]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU	MOJI, KOBE AND YOKOHAMA	THURSDAY, 26th Nov., at Daylight.
Y. Nagao	SINGAPORE, COLOMBO and BOMBAY	FRIDAY, 27th Nov., at Noon.
IDZUMI MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY, 28th Nov., at Daylight.
M. Yagi	VICTORIA, B.C., and SEATTLE	SATURDAY, 28th Nov., at 4 P.M.
SADO MARU	U.S.A. VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA	TUESDAY, 1st December, at Noon.
S. J. G. Parsons	BOMBAY, SINGAPORE AND YOKOHAMA	WEDNESDAY, 2nd Dec., at Noon.
SHINANO MARU	YOKOHAMA, SINGAPORE AND YOKOHAMA	
W. Thompson	NAGASAKI, KOBE and YOKOHAMA	
BOMBAY MARU		
T. Murai		
YAWATA MARU		
A. E. Moses		

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

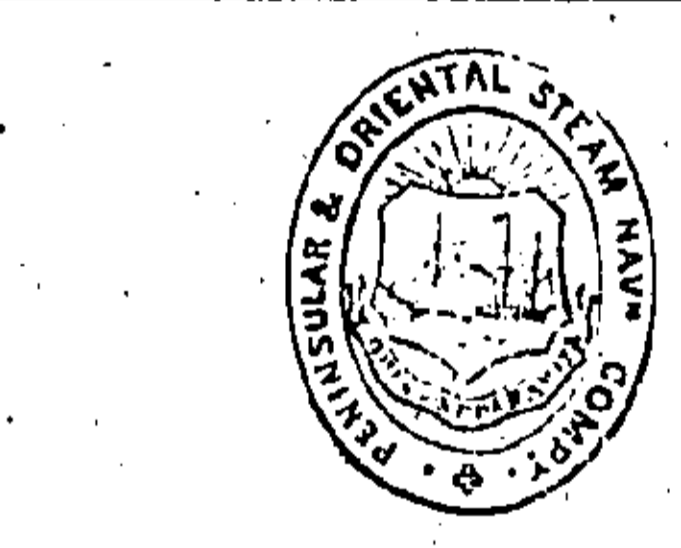
BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1903-04.
Olympia	2,837	A. Dixon	Nov. 25
Tacoma	2,812	M. Ridley	Dec. 15
Victoria	3,502	J. Truebridge	Dec. 19
Tremont	9,606	T. W. Carlick	Dec. 21
Loyal	4,417	G. V. Williams	Jan. 21
Shawmut	9,606	W. M. Smith	Feb. 20

† Cargo only. ‡ Not calling at Shanghai. Steamers marked (*) have no second-class passenger accommodation. The Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada. For further Information as to Freight or Passage, apply to DODWELL & CO., LIMITED, General Agents. Hongkong, 23rd November, 1903. [874d]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship.

"CHUSAN," Captain W. B. Palmer, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 5th December, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWETT, Superintending Manager, Hongkong, 23rd November, 1903. [14]

Notices of Firms.

BANQUE DE L'INDO-CHINE, HONGKONG AGENCY.

HAVING returned to this Colony, I will RESUME the management of this Agency on Monday, 23rd November, 1903. LOUIS BERINDOGUE, Manager. Hongkong, 21st November, 1903. [1399c]

NOTICE. WE have this day authorized Mr. M. HIGASA to sign our firm pro-curation. MIDZUSHIMA & Co. Hongkong, 21st November, 1903. [1401c]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 1st December, 1903, at 1 P.M., the Company's Steamship "MANCHE" Captain Moirano, will be despatched for SAIGON, with Mails, Passengers, Specie and Cargo to Europe and Ports of Call for transshipment to S.S. Himalaya connecting at Colombo with S.S. Sydney. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted till Noon only on MONDAY, the 30th instant, Specie and Parcels are not to be sent on board, they must be left at the Agency's Office. Contents and Value of Packages are required. For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent. Hongkong, 21st November, 1903. [1004c]

Insurances.

NEW ZEALAND INSURANCE COMPANY.

FIRE AND MARINE. ESTABLISHED 1859. CAPITAL £1,000,000.

HAVING been appointed AGENTS for the above Company, we are prepared to issue Policies of Insurance at Current Rates. REISS & CO., Agents. Hongkong, 5th November, 1903. [1329c]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES. SIEMSEN & Co. Hongkong, 18th May, 1904. [20]

To be Let.

TO LET. NO. 1, RIFON TERRACE (in FLATS), HOUSES in WONG NEI CHONG ROAD facing Race Course. FLATS in MORETON TERRACE, facing the Polo Ground. OFFICES now in course of erection, CONNAUGHT ROAD (near BLAKE PIER). GODOWNS in BLUE BUILDINGS. GODOWNS for Coal or Yarn, PRAYA EAST.

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S. A. SETH, Land and Estate Broker, Dairy Farm Co., Ltd. Hongkong, 12th September, 1903. [916c]

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LIMITED.
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All less 10% discount on account of Current Exchange.

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

THE CHATEAU BRANDS are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

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TELEPHONE NO. 336.
CABLE ADDRESS: "ACHEE," HONGKONG.
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ESTABLISHED 1859.

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XMAS & NEW YEAR CARDS.

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PASTEUR'S MICROBE-PROOF
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Hongkong, 29th August, 1903 [728d]

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SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

A. I. Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903. [3550]

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to the Editor, 1, The Hongkong Hotel, and should be accompanied by the Writer's Name and Address. Or if by business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, TUESDAY, NOVEMBER 24, 1903.

LOCAL AND GENERAL.

THE Russian transport *Oshan* arrived from Vladivostok this morning.

DURING the month of October, 259,693 tons of coal were exported to Moji.

A NEW standard weight—the half-cental—has been authorised in London. It represents 50lb.

DURING the week ended at noon on 21st inst., three fatal (Chinese) cases of plague were notified as having occurred in the Colony.

THE official estimates of the American cotton crop this season place the total yield at two million bales below last year's production.

It is stated that it is proposed to convert the Japanese Government railway into a joint-stock undertaking with a capital of 240,000,000 yen.

THE Great American Stores of explosives at Iona island near West Point has exploded. Sixteen persons were killed and many injured.

THE V. R. C. F. C. beat the Royal Engineers on Saturday by 5 to 0. The "A" team turned up to play the Tamers, but the latter did not put in an appearance.

THE Vienna rumour that Germany had pledged herself to support Russia in the Far East in the event of war involving Britain's appearance in the field, is authoritatively contradicted.

THE *Echo de Chine* says that the English papers which announce the rupture of relations between France and Siam are mistaken. However, if Siam refuses to continue negotiations in reference to the treaty of 1902, the régime of the treaty of 1893 will come in force again.

THE *Yankee* says that a Chinese society in Sydney has been formed to raise the amount representing the society's profits for the year. A donation of £10 was made to the Tung Wa Hospital, and a similar amount to the Benevolent Society at Canton.

It appears from statistics recently published that the Japanese are growing taller. The figures relating to the measurements of recruits to the Japanese army show that the number of recruits who are 5ft. 4in. and upwards in height has increased by a per cent during the last ten years, while the number measuring from 5ft. to 5ft. 4in. has decreased by 6 per cent.

RETURN of visitors to the City Hall Library and Museum for the week ending 22nd November, 1903:—

	Library	Museum
Non-Chinese	194	58
Chinese	69	1,357
Total	263	1,415

MEDICAL evidence at the inquest on the body of the late Miss Hickman, M.D. (who disappeared on August 15) was to the effect that she had been dead for about two months, and also that she entered the plantation where her body was found alive. The doctors further held that the deceased lady was not murdered, although the cause of her death remains unknown. The Queen has condoled with the parents of the late Miss Hickman.

It is reported in Peking to the effect that the Waiwui has been notified by the French authorities of Tongking that if the Chinese authorities are unable to restore peace in Kwangsi province, the French will do so for them. It is further stated that although a reply has been sent declining the French offer it is understood that this move on the part of China's Southern neighbour is intended as a diversion in aid of the Russian coup in Manchuria.

In the work of revising the catalogue for class libraries in the New York public schools, *Uncle Tom's Cabin* has been left out, and hereafter the story of the ante-bellum days, so popular with readers of fiction in the latter years of the century just closed, will be barred from circulation so far as the Board of Education is concerned. The reason given for the action of the Board of Superintendents is that the story has served its purpose, and is of little value to-day.

THE *Sin Wan Pao* is advised by a Nanking despatch that as the affairs in Manchuria are becoming more critical every day and a war is very probable, Viceroy Wei of Nanking is therefore in constant communication by telegraph with the Central Government at Peking, consequently the telegraph operators of the Nanking Telegraph office and those of the Viceroy's Yamen are kept exceedingly busy, but the messages are all in secret codes, therefore nothing could be gathered from them.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE new Italian Foreign Minister, Signor Tittoni, has strong English sympathies. He was an under-graduate at Oxford once.

A TELEGRAM from Newchwang has been received at Nagasaki to the effect that plague still prevails in the Chinese port, and has extended to Chifu.

MR. Perry, the chairman of the Native Labour Association at Johannesburg, has started for China to promote arrangements for importing Chinese into the Transvaal.

THE disabled German sailing vessel *C. H. Wafjen* was put up for sale at Messrs. H. L. Coghlan and Co.'s sale rooms at Singapore on the 16th inst. There were a large number of bidders, including several from Batavia and Manilla, and the competition was very keen. The vessel was eventually purchased through Messrs. Latham and Co. at the exceeding good price of \$24,500.

THE Northern Asiatic steamship lines which decided to raise the rate on flour to the Orient to \$5, the rate in force prior to the cut last June, have reconsidered their determination and the rate for this month at least was to remain at \$3 a ton. When the Northern lines concluded to restore the old rate it was believed trade conditions justified the advance, but exporters were loud in their protests, and the warning has evidently been heeded.

THE *Theran Gazette* in a leading article hopes the Viceroy's visit to the Persian Gulf will increase the commerce between Great Britain and Persia and strengthen the friendly relations between the two countries. It offers Lord Curzon congratulations and the best wishes of all Persians, with a prayer for close friendship between Persia and her old friend the British Government, whose friendship she values and will always continue to do so.

HIS Majesty's new first-class battleship *Duncan*, built and equipped at a cost exceeding one million pounds sterling, was put into commission at Chatham Dockyard on 8th for service on the Mediterranean station. She is a notable addition to the Fleet under the command of Admiral Sir Compton E. Domville, and is to take the place of the first-class battleship *Cesar*, which was recently sent home to pay off. The *Duncan* steams 19 knots per hour, and will be one of the four fastest British battleships in the Mediterranean.

It is reported that a suggestion is being made to both the Secretary of State for Foreign Affairs and the President of the Board of Trade that in view of the importance which is now being given to the development of trade between the mother country and the colonies a number of prominent trade commissioners should be appointed to the latter in order to report home in the same way as British Consuls resident in foreign countries. It is urged that the benefits to be gained from such a step would be comparatively small.

OUR Tientsin correspondent informs us that a private letter just received from Peking states that M. Lessar has inquired of Prince Ching with some asperity how it is that the Chinese Government is assuring the other Powers that China's personal inclination is to throw Manchuria open to all nationalities to trade. Prince Ching has hastened to assure M. Lessar that he has been altogether misinformed, as nothing is farther from China's thoughts. Thus, even in the midst of her fear and her wild plans for attacking Russia the same old game of double-dealing lies is being kept up.

ON the 31st ultimo the Tokyo Local Court gave judgment in the action brought by the owner of the Norwegian steamer *Calinda* against the Nippon Yusen Kaisha. The *Calinda* was sunk at Nagasaki in consequence of a collision with a steamer belonging to the Japanese Company and the owners of the former claimed damages amounting to 430,000 yen. It has been decided, however, by the Tokyo Local Court that no responsibility devolves on the Nippon Yusen Kaisha, and the claim has accordingly been dismissed. We have not learned whether an appeal has been lodged.

A MALAY named Ahmat went to the Hongkong and Shanghai Bank, Singapore, on 16th inst., and presented four cheques aggregating \$4,000 for payment. The cheques purported to be signed by Mr. Wainford Lock, Manager of the Raub Gold Mining Company, but the signatures on examination proved to be forgeries. The man was detained, and the Police sent for. On being questioned by the Police the prisoner said that the cheques had been given him to cash by a man named Ismail, who is employed at the Raub mines. The case is still under Police investigation, and further arrests will probably follow.—S. F. Press.

It is now practically certain that, provided the British Government approve, the mission which has been halting so long at Kham-pajong will make a forward move into Tibet. The authorities here are reticent on the matter, but it may be taken for granted that the 23rd and 32nd Pioneers with a company of Sappers and Miners already on the frontier will move up as escort to the mission and possibly, though nothing yet settled, a gun or two, and another Native Infantry Regiment will also be sent. Colonel Macdonald, R.E., will command the force and Major Iggulden, D. A. A. G., Calcutta, will be attached. Major Bretherton is Commissariat Officer, and the telegraph line has, in spite of many difficulties, now been laid to Kham-pajong. It is hoped that this demonstration on our part will result in the Chinese and Tibetan officials recognising the fact that the Indian Government is determined to have a settlement of the questions at stake.—S. F. Press.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE *Japan Times* draws attention to the very inadequate and colourless remarks made by Mr. Balfour at the Guildhall Banquet in reference to the Far Eastern situation.

It is said that 2,000 persons have succumbed to cholera in Brunel, while the death rate in other places around the Bay there has been about 20 per cent. of the population of each kampong.

THE duty on tin and tin-ore exported from Selancor during Jan-Oct this year amounted to 21 million dollars. The amount of tin is 10,000 pikuls more than the corresponding period of last year.

WITH regard to Sikkim-Tibet affairs, it may be definitely stated that no forward movement will be made for the moment and until further communications have passed between India and home.

A LAW has been promulgated fixing the weight of the Siamese tical at 15 grammes, one grain Troy less than the average weight of the present tical. A wish is expressed that the smaller coins may be put on a decimal basis.

THE British cruisers *Psyche* and *Scylla* left Colombo for the Australian Station on 5th inst. They are carrying relief crews. The first-class cruiser *Piedmont* passed through Colombo on 4th inst. bound from Portsmouth to Sydney.

THE expelled monks of the Grande Chartreuse at Grenoble have at last found a permanent resting place. They have purchased for £15,000 the ancient Carthusian monastery of Farnete, near Lucca, where everything will be conducted just as at Grenoble, except the liqueur factory, which will be for the future conducted in Spain.

THE Prince Imperial of Japan was, on the 3rd instant, raised to the rank of Colonel in the Army and Post Captain in the Navy, His Imperial Highness previous ranks having been those of Lieut.-Colonel and Commander. The Princes received at the same time the Grand Order of the Chrysanthemum, namely, Princes Yamashina, Kaya and Kuai.

THE first of six steamers ordered by the Chargeurs Reunis Company of Havre, to be built at Nantes, has been launched and named the *Amiral La Touche Tréville*. Her capacity is 7,000 tons, and her speed is to be 12 knots. The same company has also three other steamers in course of construction in other French yards.

MR. R. Ponsonby, who has been H. E. Sir West Ridgeway's Private Secretary for so many busy years, with a success and courtesy which are acknowledged on all hands, left Colombo by the P. & O. steamer *Sinla* for Hongkong on the 22nd November, to take up the appointment of Private Secretary to the acting Governor of that Colony.

burg declares that the re-occupation of the United States respecting the opening of the place to the world's trade. The *Novi Krul* (Port Arthur), in an article on the same subject, asserts that Russia cannot withdraw her troops from Moukden owing to the provisions of the Chinese-American treaty.

THE French barque *Conde de Richemont*, 1,735 tons, which left Hongkong on the 17th of July for South America, and was supplied with provisions on the 5th of September off the coast of Japan by the P. M. S. *City of Peking*, was wrecked on the Frigate Shoals, near Honolulu, on the 10th of October. Sixteen of her crew are missing. She mistook the rock on which she struck for a ship, and went up to it to beg some more provisions.

THE following telegraphic information, dated 16th inst., has been received from the Sumatra Director and Manager of the Maatschappij Mij-Bosch-en-Land-bouwenexploitatie in Langkat, Ld.:—

Daily aggregate output of Crude Petroleum 69,000
Crude Petroleum in Tanks at date ... 330,000 cases.

Kerosene made since the date of the preceding half-monthly telegram... 56,000
Kerosene shipped since the date of the preceding half-monthly telegram... 32,000
Kerosene in Stock at Refinery at date... 55,000

THE preliminary investigation into the charges of embezzlement, entered at the instance of the Siam Electricity Co., Ltd., have been brought to a conclusion in the British Court, before Mr. Lyle. Mr. T. R. Perera, the company's chief clerk, was charged with embezzling sums amounting to Ticals 5,907.23 and Ticals 2,756.49 on various dates between June 1902 and October 1903. Tan Yong Soon, a clerk in the Custom House, was charged with having jointly with the first accused stolen Ticals 339.28 on October 29th and Ticals 1,705.65 on February 6th, the monies of the Siam Electricity Co. The accused were committed for trial.

WE are informed that Mr. Sam Newman, a "knight of the mittens," well known to the public of Hongkong and Shanghai, undertakes to give lessons to those who are desirous of instruction in the noble art of self-defence. He has opened a gymnasium and training school at No. 161, Wanchai Road, where regular courses in boxing and physical culture will be given daily. The important health giving results consequent to proper muscular exercise is so well appreciated by the majority of the public that it is probable that a considerable number of our community will avail themselves of Mr. Newman's special knowledge. His terms are reasonable and should form an extra inducement to amateurs.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

A GIRLS' school, the *Universal Girls' School*, will soon be organized in Hupoh by the acting Viceroy Tuan Fang. The number of students admitted will not be over 30. The qualifications necessary are that the candidates shall acquire a rudimentary knowledge of Chinese, and their ages range from 15 to 35. As yet, very few have reported their names.

FROM the *Echo de Chine* we learn that Mr. Brunat, while recently in France, succeeded in effecting a loan of three million francs (£120,000) for the French Municipal Council. This will enable the Council to pay off the advances it has received from local banks at local rates of interest, the repayment of which these banks have been constantly urging. The new loan has been obtained from the Banque de l'Indo-Chine, and the Commercial, Industrial, and Colonial Bank of Lyons.

THE German fleet is officially stated to be distributed as follows:—In the Pacific: At Tsingtau, two large cruisers and one small cruiser; at Shaikwan, one small cruiser; at Nagasaki, one small cruiser; at Shanghai, one small cruiser, one gunboat, and one torpedo-boat; at Chemulpo, Hongkong, and Hankow, one gunboat each. In the Atlantic, including the West Indies: At San Domingo, one large cruiser; at Bermuda, Newport, and the Azores, one small cruiser each; and at Cameroon and St. Thomas, one gunboat each.

LORD Kitchener is determined to compel officers in India to secure a knowledge of the native tongue. This, in fact, has become a campaign with him. Of course, military reasons are with him the chief influence in the matter, but he also holds that there are adequate social reasons for a diligent study of Hindustani. How strongly he holds this opinion is sufficiently revealed in an order in which he prohibits officers from going shooting who have not passed the lower standard of the tongue, unless they are accompanied by an officer who has so passed, or by a native interpreter. The new order is said to have caused considerable dissatisfaction, but Lord Kitchener persists in it.

ALFRED Boulter, master of the British schooner *Kilander Buz*, who was arrested at Broome on a charge of the murder of a Malay Siamese on his vessel during the voyage from Sourabaya, Java, has been committed for trial. The quartermaster, a Spaniard, states that Boulter came on board at Sourabaya very drunk, and continued to drink heavily during the trip. A few nights after leaving, the captain came on deck and asked him if he saw a reef on the starboard side. He replied, "No, sir," whereupon Boulter struck him over the head with the butt end of a revolver, inflicting a serious wound. Boulter then gave the order, "About ship." The boatswain let go the guy, which got foul of the capstan. Boulter rushed forward, and a shot followed. He went forward, and near the forecable door found the boatswain lying on deck bleeding from a wound under the heart. He asked him who shot him, and he replied, "The captain shot me for nothing; I do nothing." After binding him, Boulter took him to the forecable where he died. No weapon whatever was near the boatswain.

H. I. H. PRINCE ADALBERT OF GERMANY.

Through the courtesy of H. I. M. German Consul we have been informed that no official function will attend the arrival here to-morrow of H. I. H. Prince Adalbert by the Norddeutscher s.s. *König Albert*. This is in accordance with the express desire of the German Emperor, since the young Prince has not yet reported to his commanding officer and taken over his duties on board the flagship *Lierke*, which he will join in S. angliat.

DOCKS AT BANGKOK.

RUMOUR OF A BIG UNDERTAKING.

THE *Bangkok Times* of the 11th inst. says:—Indications have not been wanting for some time past that the port of Bangkok is looked upon as offering facilities and encouragement for the establishment of another dock company. The docking facilities of Bangkok have just been added to by the completion of Messrs. Howarth & Erskine Ltd.'s new slipway, but what we refer to is the expectation of the formation of large dock and engineering works supported by Siamese capital and influence, regarding which rumour has been busy. Quite recently these rumours have taken more definite shape, it being asserted in some quarters that the nucleus of a scheme with strong financial support, is in existence. The natural direction from which any extension of dock enterprise would emanate is Singapore, offering as it does a basis of connection and supplies. But there are indications that the matter is claiming attention further afield. It is indeed quite natural that serious consideration should be given to the great potentialities existing in Siam in view of the way in which public works, railway construction, etc. are now being pushed on, and still more in view of the extension that must come with a foreign loan, now imminent. Possibly this feeling is evidenced in some degree by the arrival on Monday of two prominent members of the Kawasaki Dock Company of Kobe. This may or may not have a bearing on the matter long talked of, and the future, the near future, will show whether a rare and reliable opportunity for investment is to be offered to those interested in the port. If Bangkok is to take rank, however, as a really progressive port, the question of the Bar will have to become something more than a subject for academic discussion.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE HONGKONG STEAM WATER BOAT CO., LTD.

The third ordinary yearly meeting of shareholders in the above Company was held at the Company's Office, No. 37, Connaught Road Central, at noon to-day. There were present:—Mr. Chau Siu Ki (chairman), Capt. Clark, Messrs. Julio A. Carvalho, Chin Chung How, Kwan Fong Kuk, Tam Hing Po and J. W. Kew (Manager).

The Chairman said:—Gentlemen,—The report and accounts having been in your hands for some time, I will with your permission take them as read. I can hardly add anything to the report, and have no doubt that the figures must commend themselves to you, and I hope that our current year will be at least equally as good. The new boat which has been added to our fleet has been in service only three months, so that in consequence of this addition, I have every reason to expect that our next balance sheet will show even better results. You will also have observed from this report that we have continued the policy of writing down the Company's property, and good-will in particular, which I think proves the soundness of our concern, as it is not often nor can it be expected that a Company can practically wipe out the item under this head in the third year of its existence. With these few remarks, I will move the adoption of the report and accounts, but before doing so, I shall be pleased to answer any questions which shareholders may wish to ask.

There being no questions, the Chairman proposed that the report and accounts be adopted and passed.

Mr. Chin Chung How seconded, and the motion was carried.

CONSULTING COMMITTEE.

Capt. Clark proposed, and Mr. J. A. Carvalho seconded, that Mr. Chau Siu Ki be re-elected to this Committee.

Carried.

Mr. Tam Hing Po proposed that the appointment of Mr. Francisco Tse Yat on the Committee in place of Mr. Liao Tse San be confirmed.

Mr. Kwan Fong Kuk seconded, and the motion was agreed to.

AUDITOR.

On the proposition of the Chairman, seconded by Mr. J. W. Kew, Mr. W. Hutton Potts was re-elected auditor.

The Chairman—Dividend warrants will be issued to-morrow and shareholders are requested to apply at the Office for same. Gentlemen, I thank you for your attendance.

Capt. Clark proposed a vote of thanks to the general manager and the Consulting Committee for the satisfactory manner in which the accounts had been drawn up and the business carried on during the past year (hear, hear).

Mr. Kew acknowledged the vote of thanks, and the proceedings terminated.

LICENSING SESSION.

A meeting of the Justices of the Peace was held at the Magistrate's office this afternoon for the purpose of considering the granting of a publican's license and three adjunct licenses. Mr. J. H. Kemp presided, and there were also present Capt. Lyons, Messrs. F. Browne, C. D. Melbourne, D. Clark, G. T. Veitch, R. H. Craig and A. Shelton Hooper.

THE OCCIDENTAL HOTEL.
Mr. J. D. Cameron applied for a publican's license in respect of the "Occidental Hotel," at 39, Elgin Road, Kowloon, and there being no police objection the application was granted.

CONNAUGHT HOUSE HOTEL.
An application for an adjunct license for the Connaught House Hotel, Queen's Road Central, was sent in by Mr. G. J. Clark, who was absent when the matter came on for consideration.

Mr. Shelton Hooper thought that, under the circumstances, they had better deal with the application in the same way as they had done in similar cases at the annual licensing session. It was very disrespectful to the Justices for the applicants not to attend the Court.

Mr. Clark then entered the Court, and having satisfied the magistrates that his application was in order the request was granted.

APPLICATION REFUSED.

Mr. R. F. Daly applied for an adjunct license in respect of 51, Des Voeux Road, Central, under the sign of the "Oyster Bar and Restaurant."

Mr. Hooper inquired whether any communication had been addressed to the licensing justices concerning the application.

Mr. Kemp replied that Mr. L. Comar wrote to the effect that his business would be greatly affected if the license was granted, and might lead to its ruination as it was very difficult to earn money in the Colony when there was so much opposition.

Mr. Craig:—A very reasonable objection. The matter was then considered in private, and upon the Court being opened, Mr. Kemp informed Mr. Daly that the application was refused on the ground that the house was not necessary in the locality.

WITHDRAWN.

An application by Mr. John Anderson for an adjunct license in respect of the "Happy Retreat" was withdrawn.

SHIPPING AND MAILS.

MAILS DUE.

German (*König Albert*) to-morrow.
American (*Coptic*) 27th inst.
Tacoma (*Tacoma*) 4th prox.
French (*Australien*) 8th prox.
American (*America*) 8th prox.
Canadian (*Tartar*) 9th prox.
Tacoma (*Victoria*) 13th prox.

The I. C. S. N. s.s. *Kwintang* left Calcutta for this port via the Straits on 21st inst., and may be expected here on 7th prox.

The N. Y. K. s.s. *Sado Maru* (European Line) left Shanghai for this port to-day 1 p.m., and is expected to arrive here on 26th inst., a.m.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

Motors for China.

THREE GORGEOUS CARS FOR THE EMPEROR.

(From Our Own Correspondent.)

LONDON, 23rd November, 4.40 p.m.

The Emperor of China has just placed an order with a celebrated firm here for three gorgeously decorated and up-to-date automobiles for his own personal use, while twenty other cars are being completed for his suite. Director Velenin has already left London for Peking for the purpose of instructing the natives in the mechanism of the machines.

(Writing from Tientsin, on 12th inst., our correspondent says:—This morning I had an opportunity of inspecting the nine "motor cars" which have been ordered here for the Empress Dowager being a present to her from Viceroy Yuan Shi-kai, and intended to run between the West Gate of Peking and the Summer Palace. The cars have been made in Germany and are said to have cost over £14,000 apiece, but they strike me as being singularly flimsy considering the rough work which they will probably encounter on the by country, "road" between the two Palaces and which will be much more nearly like cross country riding even when specially prepared for their use. The cars are omnibus shape and in their bright colouring and general outline closely resembling a child's toy train. Three of the cars are bright yellow, with blue and silver dragons painted in two of the panels each side. Inside the body of the cars are lined with Urich velvet with a floral design, the seats being plain red. The curtains at the windows being silk. The remainder of the cars, intended for the state officials and eunuchs, are painted bright red. On entering the cars the flooring has a feeling of instability, and the whole effect is theatrical and flimsy with the exception of the wheels and machinery which appears all right. There are two German mechanics who have brought the cars out now at work putting them together and instructing twenty Manchou soldiers in the art of driving and repairing the machines.—Ed., H.K.T.]

(Reuter's.)

The King of Italy's Visit to England.

LONDON, 22nd November.

The King and Queen of Italy have left Portsmouth for Rome after a most successful visit, socially and politically.

The Transvaal Labour Commission.

The report of Transvaal Labour Commission says that the total shortage of labour in the Transvaal is 241,000 including the shortage for the Mining industries of 130,000. It is expected that the Transvaal Council will be invited to pass an Ordinance in favour of importing Alien labour.

LATER.

The Indisposition of the Czarina.

Recent bulletins show that the Czarina is still suffering much but maintains her strength.

Colombia and the United States.

The President of Colombia, in an address to the American people, expresses his confidence that they will not permit violation of treaties although President Roosevelt is committed to Panama. He also appeals to Venezuela for moral assistance.

(Der Ostasiatische Lloyd.)

Affairs in Panama.

Berlin, 17th November.

The representatives of the new Republic of Panama have applied for a recognition of its independence from the European Ministers accredited [Where? In Washington or in Bogota?—The Editor.] The rumour, according to which Colombia has decided to resist the new republic by force, is baseless.

Death of a Princess.

While the Tsar and the Tsarina were returning from Darmstadt to St. Petersburg, Princess Elisabeth of Hesse, the eight years old daughter of the Grand Duke of Hesse, who was accompanying them to Russia, died in Skernivice from diarrhoea and vomiting. The Tsar and Tsarina accompanied the body of their dead niece to Alexandrow.

Bagdad Railway.

Definite arrangements about a participation of French capital in the Bagdad Railway have been closed at Brussels.

A New Appointment.

Major von Frobel, of the Brunswick Infantry Regiment, has been appointed commander of the Marines at Kiautschou to succeed Major Hofrichter.

The French Budget.

Berlin, 19th November.

The report on the French Budget in regard to foreign affairs is adversely criticised by the French Press, which thinks that they, especially the parts referring to Morocco and Siam, are much too feeble. M. Lockroy, the former secretary of the Navy, took the same view in the Chamber of Deputies, referring as an example to Germany, whose action in China and South West Africa he loudly praised.

(N. C. D. News.)

The Crisis.

Peking, 16th November.

General Wogack arrived here yesterday to report on Manchurian affairs, and as the means

of inter-communication between Viceroy Alexieff and M. Lessar, the Russian Minister at Peking, whose opinions on the question are supposed to differ.

(Japanese Exchange.)

Russia and Newchwang.

Peking, 13th November.

The Russian Minister to Peking has notified the Chinese Government that Russia cannot consent to transfer the quarantine arrangements at Newchwang, as it must remain in Russian control. As to the evacuation of Manchuria negotiations thereat will shortly be resumed but as to the transfer of the control of the quarantine arrangements of Newchwang to China, Russia will never consent to it. It is therefore believed in Peking that Russia intends to adopt strict measures with vessels entering and clearing from Newchwang, her object being to transfer the business of the port to Dainy. It is further believed that Russia intends to influence the negotiations at Tokio by the reopening of this Newchwang quarantine question at the present moment.

A Firmer Tone.

Various leading officials have sent in representations lately advocating opposition to Russia. The Government also, being convinced of the strong attitude of Japan and America, in regard to Manchuria, is now adopting a firmer tone towards Russia. It is reported that the Chinese in Manchuria and Mongolia are now steadily taking up an anti-Russian attitude.—Mainichi.

The Opening of Yong-Ampho.

Tokio, 19th November.

The Korean Government was on the point of declaring Yong-Ampho an open port, when M. Pavloff, the Russian Minister, made a strenuous protest and caused the Government to postpone the declaration.

The Exhaustion of Japanese Patience.

Tokio, 19th November.

The Emperor returned to Tokio this afternoon. Before 11 A.M. entered the palace, a youth of nineteen years attempted to present a direct petition complaining of the Government's temporising attitude in dealing with Russia, but was prevented by the police.

HONGKONG NURSING INSTITUTION.

The following are the statements of accounts accompanying the report of the Hongkong Nursing Institution for last year.

GUARANTEE FUND.

Receipts.
Total amount received to 30th September, 1902 \$5,552.08
Grant in aid from Hongkong Government 12,000.00

Expenditure.
Cost of 2 passages as per 1901 a/c. \$1,174.96
Investments 3,000.00
6% Hongkong Club Debentures 13,000.00
Fixed Deposits in H. & S. 16,000.00
B. C. 305.89
Balance in bank 11.23
Still due from working a/c 17,552.08

WORKING ACCOUNT.

Receipts.
Outstanding a/c 1901 collected \$210.00
Subscriptions 450.00
Accounts collected 2,091.50
Interest from bank and investments 227.32
\$2,978.82
Outstanding a/c due \$90.00
Interest accrued on F/D 286.00
Less still due guarantee fund 376.00
11.23
364.77
\$3,343.59
Carried forward to next year 140.75

Expenditure.
Amount taken from guarantee fund as per 1902 a/c \$106.83
Less still due guarantee fund 11.23
95.60
Outstanding a/c 1902 paid 149.95
Board and lodging for 2 nurses 1,144.21
Salaries 1,438.84
Uniforms, printing etc 105.22
Bad debt (i.e. written off) 45.00
2,978.82
Outstanding a/c due 224.02
Profit on year's working 140.75
364.77
\$3,343.59

HONGKONG, 30th September, 1903.

H. W. FRASER,
Hon. Treasurer.

Audit-d and found correct.
H. PINCKEY.

A BELLEVILLE WRECK.

Apitropos of Belleville, it transpires that the cruiser *Spartiate's* record in coal consumption on her trip to China was purchased rather dearly. She is now lying in Portsmouth Dockyard, a wreck so far as machinery is concerned. Six months, it is estimated, will be required to effect the necessary repairs. This means, of course, another big outlay on what has already proved a very expensive ship. If she had been in a sound state she would have shortly hoisted the pennant for the China station.

The *Europa*, which recently performed a similar trip to China as the *Spartiate*, has come through that ordeal with better results than the latter vessel. She is to be shortly despatched to China for permanent service on that station, although she will not be one of the most powerful cruisers there. She has also been an expensive ship, for the failure of her boilers on her first trip to Australia will be remembered. She cannot be considered anything but an indifferent fighting machine, as she carries nothing bigger than 6-in. gun, and will not show up well against some of the more modern Russian and Japanese cruisers in the Far East.—Ex.

TIENTSIN.

(From Our Own Correspondent.)

November 4th.

Interests have thickened the last few days. Russia's proceedings in Moukden have acted as an electric shock on the Government and Court and they are feeling virtually paralyzed at the turn events have taken. Of course it is only China who could possibly have slumbered on the idea that her Manchurian provincial capital would remain intact when the rest of Manchuria has gone, and it is only to her that Russian action comes as a shock. I was right in supposing that it was this matter which took Yuan Shi Kai to Peking in such haste, and he has been most anxiously consulted as to whether it would be possible for China to oppose Russia in Manchuria. General Ma has been dispatched from Tungchow to Yungping en route to Shanhai with ten regiments to prevent any sudden ingress of Russians from that quarter presumably. A wire was received a few days ago from Viceroy Tseng in Kwangtung requesting to be allowed to come North and oppose Russia in Manchuria, the rebels in the south being 'more' in hand now. Although it is easy to see in this message an eager hope of escaping with honour from an uncomfortable position, the petition and offer reached Peking at an opportune time, and appeared highly plausible. Almost at the same time came a wire from the Governor of Urga saying the Russians have established themselves in some force there; have stopped the Chinese right of way and have begun building forts at Taichiakou. This naturally deepened the panic in Peking, and for the moment all schemes are subordinate to the terrified problem how to keep the Russian from coming farther. The Empress Dowager is now convinced that the whole blame for the Russian ascendancy in Fengtien lies with two officials in the War Department, and she is eager to appoint Viceroy Chang and Yuan Shi Kai in their places to deal with the situation properly, and the name of Kwei Chin is proposed to take this place. I do not suppose, however, Kwei Chin would be a *persona grata* to the Powers here as, if I remember rightly, he was the gentleman who was withdrawn fromzechuan for allowing Boxerism there in 1901. I do not know what Viceroy Yuan has proposed, but the excitement in Peking is very great, the more so as Russia has demanded of Prince Ching that all alliance or friendship with Japan be renounced. Yuan and Chang Chi-tung are both pro-Japanese and are more likely to urge a definite alliance with Japan against Russia.

The Empress Dowager has sent hasty orders to the Governor of Shansi to prepare the Palace there at once.

SERIOUS FIGHTING IN THE PHILIPPINES.

THE U. S. EXPEDITION AGAINST THE MOROS.

Fighting has begun on the Island of Jolo, in dead earnest; but on account of there being no cable between the island and Zamboanga, reports from the firing line are most meagre. It is known, however, that although General Wood has not yet made a concerted attack on the Moro fortifications, eight miles to the north of the city of Jolo, he is preparing a flank movement against this position, which the Moros believe to be impregnable, and which Americans, arriving from Jolo, state to be very strong. It was thought at first that Wood intended to adopt "Jakey" Smith's celebrated "Fire and Sword policy" and to sweep the island from end to end. He was said to be a man of quick action; but for some reason, not yet reported to military headquarters in this city, there has been what seems to be an unwarranted delay in avenging the deaths of Rumbough's gallant artillerymen, treacherously slain in ambush.

A telegram received from the south yesterday from Captain Macleod of the coast-guard cutter, *Palawan*, is to the effect that the fighting has begun in Jolo.

The *Palawan* carried two hundred officers and men seventeen miles to the east of Jolo, where they landed at a town called Cadianan. Captain Macleod reports that they had scarcely disembarked when the Moros attacked them and when he was sailing away heavy firing could be heard. The Americans were fighting their way inland and the Moros were putting up a stout resistance to their progress.

It is believed that this force will endeavour to flank the Moro position near Jolo, co-incidental with the attack on the works to be made by General Wood and the main body of his command.—*Manila Cablenews*.

AN EMBASSY GHOST.

A "Celestial ghost" seems somewhat of a contradiction, since ghosts usually ascend from below through a trap-door—at all events, on the stage.

The ghost, however, which *Notes and Queries* has run to earth will be better understood as a Chinese spirit. It is said to haunt the Chinese Embassy in Portland place, London. The ghost, which is said to have been observed on the staircase of the Embassy, is supposed to be that of a former attaché, and to have been identified by one who knew the original in the flesh. But an English porter, who has been at the Embassy six years, has never set eyes on the Celestial apparition.

Sir Halliday Macarney (the secretary of the Embassy) informed a Press representative that an attaché did die in the Embassy some years ago. He was a big fat man, and succumbed to an apoplectic fit. But Sir Halliday had never met his ghost on the staircase, although, being that of a "big fat man," it might be supposed to be more visible to the naked eye than spectres of slighter men.

Can this ghost have come from "Shanghai"? Perhaps, it is the spirit of one of those members of the Peking legation who died in that awful massacre at "suprise"—Ex.

THE FOOCHOW ARSENAL.

A correspondent at Foochow writes to the *N. C. D. News*: Your French contemporary accused you recently of publishing "inexact and malicious appreciation" of affairs at the Arsenal, but it could not make any specific charge, because you have only published the actual facts. Here are some more, both very important, from a French as well as a Chinese point of view.

It is well-known that M. Doybre has been relieved of his functions at the Arsenal and replaced by M. Bertrand. The French Consul is just now very much occupied in carrying out the instructions that come to him from above.

The idea seems to be to accede to all M. Doybre's demands, and excuse him from presenting his accounts, fanciful as they may be. Meanwhile the Arsenal is threatened with a demand for damages on the part of the French Compagnie Asiatique de Navigation. When this is settled the Chinese may provide themselves with a microscope to discover what they have gained by the Doybre mission.

2.—A French officer on active service is accused officially of sundry breaches of confidence, and of having failed to account for a vessel; not the whole of it, but a great part of it. The French Government does not deny the facts which is undeniable, but suppresses it, as too small a matter to trouble an officer about. But is this likely to encourage the Chinese to do business with the French?

THE MITSUBISHI SHIP BUILDING YARD.

In his last report on the trade and industries of Nagasaki, Mr. Acting Consul Rentiers refers at some length to the shipbuilding and facilities of the port. After noting the importance of the industry, not alone to the port and country, but also to British shipowners, Mr. Rentiers says:—By an extension, and also by a re-arrangement of the shipbuilding yard, it now contains eight berths, on which as many ships, ranging from 170 to 700 ft. in length, can be built at the same time; and at a little extra expense in cutting away the hill at the back of the yard two ships of 1,000 ft. each could be built alongside of each other. The building capacity of this yard has been increased, and it is now able to turn out vessels of an aggregate of 20,000 tons in the year.

EXTENSIVE PNEUMATIC PLANT.

The shipbuilding yard possesses an extensive pneumatic plant for riveting, caulking, clipping, and cutting plates, &c. A much larger plant has, however, been ordered, and when that is set up it is intended to remove the present plant to the machine shop.

DOCKS.

The plans for the dock mentioned last year as being in course of construction have been enlarged; the intention now is to give it a length of 714 ft. on the keel blocks, with a breadth at the entrance, at the top of 96 ft. 7 in. and at the bottom of 88 ft. 7 in. Depth of water at ordinary spring tides, 34 ft. 6 in. It is further the intention not to build up the dock head, and the length of the dock can be readily extended by further cutting away of the hillside into which the head of the dock is cut.

Five machines of the newest pattern were installed in the machine shop last year.

THE FOUNDRY.

The foundry shop as previously enlarged being insufficient, a further extension of 102 by 50 ft. has been made to be used for brass founding only, the part hitherto used for that purpose being added to their foundry. The heaviest casting made at these works was one of 22 tons, and it is improbable that it will be repeated, the practice being to reduce the size of individual castings by making them in sections, which greatly increases the facility for handling the new casting, to which the weight of the mould adds enormously, and also reduces the risk of loss in case of misadventure; 50 tons of castings can be easily turned out in a day. Steel castings are not made here, and such as are required, as, for instance, stern frames for steamers are obtained from the United Kingdom. Small steel castings can, however, be made at Osaka.

ELECTRIC POWER AND COMPRESSED AIR.

Steam power in all parts of the works is rapidly being superseded by electricity and compressed air. The reason for this is scarcity of water on that side of the harbour, which necessitates water being brought to the works by boat at an annual cost of £200.00.

The electric power house is furnished with condensing apparatus for recovering the water employed by the steam engines in driving the dynamos.

LABOUR EMPLOYED.

On the last day of December, 1902, there were 5,243 workmen employed in the works. During 1902, four steamers were completed, of an aggregate gross tonnage of 8,361 tons.

The docking business of the company in 1902 shows a great falling off both in number and tonnage from that of the previous year.—*Kobe Herald*.

ENGINEERING FEAT.

One of the most remarkable engineering feats performed on the Pacific coast has been accomplished by the Albion Iron Works here (says a Vancouver paper) removing a damaged plate from a steel mast 130 feet high in the air and riveting a new plate on at that elevation. When the big three-masted French ship *Allie* was coming round the Horn with steel rails she encountered a terrific gale which bent her top mast ten feet from the cross-trees. The steamship inspector here ordered the mast to be fixed.

The question was, how could it be done without removing the mast? Several experts said the great steel pole would have to come down. Not so the manager of the Albion Iron Works said. He said he had men who could do the job 130 feet in the air and they did it and also put on four extra 50-pound plates to stiffen the mast. The chief difficulty was to get the plates. This was overcome by cutting

a hole in the base of the mast big enough for a man to enter. Then a bo'sun's chair was fixed up, ropes attached and the man hauled up within the mast to the place 130 feet above where the gale was at work. The inside man was made fast at that lofty spot and in his steel prison he held the rivets for the men outside, the necessary heating being done by a forge up aloft. Altogether it was a unique job.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

There is a marked improvement in the tone of the market resulting in an inquiry for cash China Sugar shares at the advanced rate of \$105 without finding sellers. Scripts are scarce and are firmly held. Shell Transports have gone up to 215, and close with buyers. Inquiries for Hongkong Docks at \$205 fail to bring out shares; it is doubtful if holders will part with any unless at a substantial figure.

The two leading Shanghai stocks are wanted, Langkats at Tls. 305 and Farnhams at Tls. 127.50.

HEMP AND SUGAR.

Writing from Manila, under date, 15th inst., Messrs. Warner, Barnes & Co. state:—

HEMP: Shortly after our last date U. K. market became stronger with a fairly active demand. This affected the local position and as much as \$21 per picul for Albany current was paid. Arrivals continue to show a very large percentage of inferior quality. Dealers have taken advantage of the improved situation and contracted largely to arrive. We quote Fair Current with buyers at \$21 per picul, equal at exchange 1/104 equal to £36.2.6 per ton f.o.b.

SUGAR: Manila—Nominal, nothing offering. Taal—No crop. Iloilo—Latest estimates figure the coming crop at 100,000 tons, but up to the present arrivals have been very trifling. Dealers are easier in their ideas of value, a small parcel of assorted having changed hands at \$4.62 per picul equal at 6 m/s exchange 1/103 to £7.9.3. per ton f.o.b., but until sugar comes in freely the foregoing can only be considered as purely nominal.

TO-DAY'S EXCHANGE.

LN LONDON, Telegraphic Transfer ... 1/9 1/16
Bank Bills, on demand 1/9 1/16
Credits, 4 months' sight 1/9 1/16
D'ments 4 months' sight 1/9 1/16
LN BERLIN, (demand) M.1.80
LN PARIS, Bank Bills, on demand 2.21 1/2
Credits, 4 months' sight 2.25
LN NEW YORK, Bank Bills, on demand 42 1/2
Credits, 30 days' sight 43 1/2
ON BOMBAY, Telegraphic Transfer 130 1/2
On demand 131 1/2
LN SHANGHAI, Telegraphic Transfer 71 1/2
Private 30 days' sight nom.
ON YOKOHAMA, T.T. 85 1/2
Sovereigns, Bank's Buying Rate \$11.58
Gold Leaf 100 touch, per tael 59.60
Bar Silver 26 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

Per chest
MALWA NEW @ 900/940
LAST YEAR @ 960/1,040
OLDEST @ 1,080/1,110
PATNA NEW @ 1,022 1/2
BENARES NEW @ 1,027 1/2
PERSIAN (PAPER) @ 800/830

TO-DAY'S ADVERTISEMENTS.

WANTED.
A CHINESE MESSMAN for Ward Room Officers' Mess, H.M.S. *Talbot*.
Apply—
ON BOARD.
Hongkong, 24th November, 1903. [14150]

CHATRE'S NEW INDIAN CIRCUS.
Patronised by H.M. the Empress Dowager and other Royalty of China.

GRAND OPENING NIGHT,
TO-MORROW,
(WEDNESDAY), 25th November, 1903,
in a
CIRCUS TENT NEAR CENTRAL MARKET MARINE LINE.

Menagerie of highly trained animals, including LIONS, TIGERS, ELEPHANTS, LEOPARDS, &c.

MARVELLOUS GYMNASTIC EXERCISES.
WONDERFUL ACTS IN BAREBACK RIDING.

RUSSIAN SINGING AND DANCING.
Particulars from the Expresses.
Tickets can be obtained from
H. RUTTON/JEE,
5, D'Aguiar Street, Hongkong, and
37 & 38, Elgin Road, Kowloon.
Hongkong, 24th November, 1903. [14160]

THE POPULAR SCOTCH IS "BLACK & WHITE"

JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H.M. THE KING
and
H.R.H. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & CO, Queen's Road Central. [14120]

EYE-SIGHT.

MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PELEUS"	On 26th November.
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th December.
GLASGOW and LIVERPOOL	"YANGTZE"	On 12th December.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 24th December.
GLASGOW and LIVERPOOL	"TYDEUS"	On 29th December.
GLASGOW and LIVERPOOL	"NESTOR"	On 1st January.
GLASGOW and LIVERPOOL	"KEEMUN"	On 8th January.

S.S. "PELEUS" left Singapore on the 21st inst., and is expected to arrive here on the 26th inst.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP	"POLYPHEMUS"	On 24th November.
MARSEILLES, L'DON & A'WERP.	"HYSON"	On 8th December.
LIVERPOOL	"ACHILLES"	On 20th December.
MARSEILLES, L'DON & A'WERP.	"PROMETHEUS"	On 22nd December.
MARSEILLES, L'DON & A'WERP.	"DARDANUS"	On 5th January.
LIVERPOOL	"YANGTZE"	On 15th January.
MARSEILLES, L'DON & A'WERP.	"DIOMEDE"	On 19th January.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS.	"PELEUS"	On 28th November.
NAGASAKI, KOBE and YOKOHAMA.	"TYDEUS"	On 1st January.

S.S. "DEUCALION," from Tacoma, arrived Yokohama on the 17th inst., and leaves Moji for Hongkong on the 23rd inst.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 21st November, 1903.

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CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO, SHANGHAI and DALNY	"WOOSUNG"	25th November.
MANILA	"SUNGKIANG"	25th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS, VILL, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	2nd "
KOBE	"CHINGTU"	10th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 24th November, 1903.

[7]

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 28th Nov., at 10 A.M.
ZAFIRO	2540	R. W. Almond	"	SATURDAY, 5th Dec., at 10 A.M.
PERLA	1980	W. G. Lawson	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.

GENERAL MANAGERS.

Hongkong, 21st November, 1903.

[12c8d]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	W. E. Craven	Dec. 14, 1903.
"INDRAVELLI"	4,899	R. P. Craven	Jan. 14, 1904.
"INDRAPURA"	4,899	A. E. Hollingworth	Feb. 13, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

[12c6c]

ALLAN CAMERON, General Agent.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	WEDNESDAY, 25th Nov.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	FRIDAY, 27th Nov.
FOR ANPING	"MAIDZURU MARU"	T. Saito	SUNDAY, 29th Nov.
FOR FOCHOW	"ANPING MARU"	I. Goto	THURSDAY, 3rd Dec.

* VIA SWATOW AND AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 8, Des Vaux Road Central.

Hongkong, 23rd November, 1903.

T. ARIMA, Manager.

[177c]

Shipping—Steamers.

TOYO KISEN KAISHA
MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROSETTA MARU	H. S. Smith	3,876	THURSDAY, 26th November, at 11 A.M.
ROHILLA MARU	Ernest Bent	3,869	TUESDAY, 1st December, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 20th November, 1903.

K. NAKASHIMA, Manager.

[171c]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATOON APCAR,"
Captain E. Fey, will be despatched for the above Ports, TO-MORROW, the 25th inst., at 3 P.M., instead of as previously advertised. For Freight or Passage, apply to DAVID SASSON & CO., LIMITED, Agents.
Hongkong, 24th November, 1903. [1377c]

FOR NAGASAKI, YOKOHAMA AND KOBE.

THE N.D.L. Steamship

"NURNBERG,"
Captain Jaburg, will be despatched for the above Ports on THURSDAY, the 26th instant, at Noon. For Freight, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.
Hongkong, 17th November, 1903. [1380c]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI, KOBE, YOKOHAMA, MANZANILLO, MEXICO AND SAN FRANCISCO.

THE Steamship

"ATHOLL,"
Captain Watt, will be despatched for the above Ports, on WEDNESDAY, the 2nd December, at Noon. For Freight, apply at the Company's Offices, No. 30, Des Vaux Road.
S. VAN BUREN, Superintendent.
Hongkong, 14th November, 1903. [136c]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

Steamship.	Tons.	Captain.	Sailing Date.
"ORO"	2,100	1st Nov.	
"ORONO"	2,100	8th Dec.	
"LOWTHER CASTLE"	2,100	15th Dec.	
"SIKH"	2,100	22nd Dec.	
"SAGAMI"	2,100	5th Jan.	
"LENNOX"	2,100	12th Jan.	
"AFRIDI"	2,100	19th Jan.	

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 17th November, 1903. [133c]

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PAS-SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.
Hongkong, 8th July, 1903. [804c]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"
1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.
Passage Fare, \$4 Single Journey. Meals \$1 each.
The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHU ON S.S. CO., LTD., No. 8, Queen's Road West.

Hongkong, 30th May, 1903. [132c]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH,

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.
FARE—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.
On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Dinner and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin, with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3 1/2 hours to reach Macao.

MING ON & CO., 2nd Floor, No. 16, Victoria Street.

Hongkong, 7th September, 1903. [1073c]

REGULAR SERVICE
BETWEEN HONGKONG AND
MANILA IN 48 HOURS.

Imperial German Mail Line

STEAM FOR

SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"KONIG ALBERT,"

of the NORDEUTSCHER LLOYD,

Captain Ch. Polack, due here with the outward German Mail about WEDNESDAY a.m., will leave for the above places about 12/24 hours after arrival.

NORDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 21st November, 1903. [653c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched as above, on FRIDAY, the 27th instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 23rd November, 1903. [1412c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR PORT DARWIN, SYDNEY, MELBOURNE AND ADELAIDE.

(Taking through Cargo to NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE,"

Captain St. J. George, will be despatched for the above Ports, on SATURDAY, the 28th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

For Freight and Special Reduced Passage Rates, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 23rd November, 1903. [1406c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE (VIA MOJI).

THE Steamship

"EASTERN,"

Captain W. Ellis, will be despatched for the above Port, on FRIDAY, the 27th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 23rd November, 1903. [1407c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"

Captain W. Ellis, will be despatched for the above Ports, on WEDNESDAY, the 16th proximo, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 23rd November, 1903. [1408c]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"HERMISTON,"

Captain W. T. Bain, will be despatched as above on MONDAY, the 30th November, to be followed by the steamer

"HIMIRA,"

Capt. Lockhart, on or about MONDAY, the 21st December.

For Freight, &c., apply to

SHEWAN, TOMES & Co., General Agents.

Hongkong, 21st November, 1903. [1284c]

Shipping—Steamers.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENSHIEL,"

Captain J. McGilivray, will be despatched as above on THURSDAY, the 3rd December.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW, Agents.

Hongkong, 13th November, 1903. [1334c]

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK.

THE Steamship

"GLENROY,"

Captain F. Selby, will be despatched as above on WEDNESDAY, the 16th December, 1903.

For Freight, apply to

MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th November, 1903. [1385c]

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"SIBERIA"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge and undelivered by Thursday, the 26th inst., at 10 a.m., will be landed and stored at Consignees' risk and expense.

J. STUART THOMSON, Acting Agent.

Hongkong, 23rd November, 1903. [1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BALLAARAT,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. China.

From Australia, ex S.S. Arad.

From Calcutta, ex S.S. Surda.

From Persian Gulf, &c., ex B. I. S. N. and P. & O. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M. TO-DAY.

Goods not cleared by the 27th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 21st November, 1903. [1]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

HIGH CLASS
GENTLEMEN'S
OUTFITTERS.

EVERYTHING
UP TO DATE.
28, Queen's Road.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

GENERAL DRAPERS & HIGH CLASS
DRESS-MAKERS.

HIGH CLASS
GENTLEMEN'S
OUTFITTERS

FAMED FOR
SHIRTS.
28, Queen's Road.

Grand Xmas Bazaar.

ONE THOUSAND TOYS AND GIFTS.

PRICES TO SUIT ALL.

10 CTS. TO \$50.

High Class Fancy Goods.

USEFUL PRESENTS

FOR YOUNG AND OLD.

ON SHOW, TO-DAY.